Regional Trails Corridor Assessment

TRB Tools of the Trade Conference
Charleston, South Carolina
September 14, 2016
Project Goals

• Complete the **regional trails** network in the River to Sea TPO Planning Area and advance the Florida Greenways and Trails System Plan by developing/finalizing alignments and connections

• Understand/inventory where there are existing trail gaps and determine the feasibility of alignments

• Complete assessments and develop conceptual plans and cost estimates for all gap segments in order to compete for funding
Regional Trails for RTCA

- Coast to Coast Connector
- Heart of Florida
- River to Sea Loop Trail
- East Coast Greenway
- East Central Regional Rail Trail
- Spring to Spring Trail
- East Coast Greenway (Alt Route)
- Florida Black Bear Scenic Trail (SR 40 Trail)
- SR 415 Trail
## Regional Trail Widths Guidelines

<table>
<thead>
<tr>
<th>Excerpts from National and State Trail Guidelines and Manuals</th>
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</thead>
</table>

- Typically, widths range from **10-14 feet**
- The minimum width for a two-directional shared use path is **10 feet**. In many cases, it is desirable to increase the minimum width to **12 feet**. In limited cases, 8 feet may be acceptable.

- The tread of a shared-use path should be at least **10 ft. wide**. A minimum of **8 ft** may be used on shared-use paths that will have limited use.
- On shared-use paths with heavy volumes of users, tread width should be increased to a range from **12 to 14 ft.**

- The minimum paved width for a two-directional shared use path is **10 ft**. Typically, widths range from **10 to 14 ft.**
- A path width of **8 ft** may be used for a short distance
- **Eleven (11)** foot pathways are needed to enable a bicyclist to pass another path user going the same direction.
Project Methodology Overview

Data Collection
Stakeholder Meeting #1
Small Group Workshops
Field Reviews
Stakeholder Meeting #2
Concept / Cost Development and Documentation
Project Milestones

Data Collection
- September 29, 2014
- Introduced Study and Obtained Input
- 23 Participants

Stakeholder Meeting #1
- November 19-20, 2014
- Eight (8) field review meetings
- Visited Potential Trail Gap Locations

Small Group Workshops
- November 19-20, 2014
- Eight (8) field review meetings
- Visited Potential Trail Gap Locations

Field Reviews
- December 17, 2014
- Presented Draft Study Findings
- 26 Participants

Stakeholder Meeting #2
- March 2015
- Final Report/GIS Map Completed

Aug-Nov 2014
- October 29-30, 2014
- Detailed Review of Trail Segments
- Four (4) Interactive Workshops

Concept / Cost Development and Documentation
- April 2015
- Final Report Adopted by River to Sea TPO

- September 29, 2014
- Introduced Study and Obtained Input
- 23 Participants

- November 19-20, 2014
- Eight (8) field review meetings
- Visited Potential Trail Gap Locations

- December 17, 2014
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- March 2015
- Final Report/GIS Map Completed

- April 2015
- Final Report Adopted by River to Sea TPO
Inventory of Regional Trails

- Existing Trails
- Planned / Programmed Trails
- Gaps and Proposed Alignments
Existing Regional Trails

**Existing Facilities by Width**

- **Existing: 12 feet or greater**
- **Existing: 10 feet to less than 12 feet**
- **Existing: 8 feet to less than 10 feet**
- **Existing: Less than 8 feet**
Planned/Programmed Trails

**Planned / Funded Projects**

- Funded: Construction
- Funded: Design
- Funded: PE/Study

- Work Programs
- TIP
- State and Local Projects
- Studies
Gaps and Proposed Alignments

- Resolutions
- Master Plans
- Regional Corridor Alignments
- Field Review
- Stakeholder Input
Connectors / Potential Trails of Regional Significance

Connector Trails

Existing Connectors

Recommended Connectors

Recommended by Stakeholders

Existing Connector

Recommended by Stakeholders Trail
RCTA Inventory Results
# Trail Gap Matrix (1 of 2)

<table>
<thead>
<tr>
<th>Trail Gap Segment ID</th>
<th>Jurisdiction</th>
<th>Road Name(s)</th>
<th>Regional Trail(s)</th>
<th>Segment Start</th>
<th>Segment End</th>
<th>Length (miles)</th>
<th>Recommended Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>City of Flagler Beach</td>
<td>A1A</td>
<td>ECG, R2C</td>
<td>N. 9th Street</td>
<td>S 26th Street</td>
<td>2.9</td>
<td>Conduct feasibility study subsequent to completion of City’s parking study</td>
</tr>
<tr>
<td>B</td>
<td>City of Ormond Beach</td>
<td>A1A</td>
<td>ECG, R2C</td>
<td>Standish Drive</td>
<td>East Grenada Boulevard</td>
<td>1.5</td>
<td>Conduct feasibility study for bike lanes along Halifax Drive and Standish Drive</td>
</tr>
<tr>
<td>C</td>
<td>City of Daytona Beach</td>
<td>Beach Street</td>
<td>ECG, R2C</td>
<td>Marina Point Drive</td>
<td>Bellevue Avenue</td>
<td>0.7</td>
<td>Complete concept design for gap</td>
</tr>
<tr>
<td>D</td>
<td>City of South Daytona</td>
<td>Carmen Drive and Reed Canal Road</td>
<td>ECG, R2C</td>
<td>Ridge Boulevard at Carmen Drive</td>
<td>Reed Canal Road at US 1</td>
<td>1.2</td>
<td>Complete concept design for gap</td>
</tr>
<tr>
<td>E</td>
<td>City of Edgewater</td>
<td>W. Park Ave, Mango Tree Dr., 16th St., Hibiscus Dr., Roberts Road</td>
<td>ECG, R2C</td>
<td>East Central Regional Rail Trail (ECRRT) terminus at Dale Street</td>
<td>Roberts Road</td>
<td>4.5</td>
<td>Complete feasibility study of southbound ECCRT connection through Edgewater</td>
</tr>
<tr>
<td>F</td>
<td>Volusia County (West of DeLand)</td>
<td>W. Minnesota Ave, S. Grand Ave, S. Beresford</td>
<td>S2S, R2C, ECG-A, HoF</td>
<td>W. Beresford Rd to terminus of Alexander Dr.</td>
<td>Beresford Park</td>
<td>2.9</td>
<td>Complete concept design for gap</td>
</tr>
</tbody>
</table>

* ECG = East Coast Greenway (and Alternate); R2C = River To Sea; HoF = Heart of Florida; S2S = Spring to Spring; ECRRT = East Central Regional Rail Trail
## Trail Gap Matrix (2 of 2)

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<tbody>
<tr>
<td>G</td>
<td>Volusia County (West of DeLand)</td>
<td>Grand Avenue</td>
<td>S2S, R2C, ECG-A, HoF</td>
<td>Lemon Street</td>
<td>King Street</td>
<td>1.7</td>
<td>Subsequent to County’s construction of five foot bike lanes and five foot sidewalks in both directions, continue to monitor community support for potential construction of a regional trail with a standard width.</td>
</tr>
<tr>
<td>H</td>
<td>Volusia County (DeLeon Springs)</td>
<td>US 17 / Baxter Street</td>
<td>S2S, R2C, ECG-A, HoF</td>
<td>McGinnis Elementary School</td>
<td>Baxter Street at Grand Avenue</td>
<td>0.1</td>
<td>Complete feasibility study for crossings at Baxter Street and US 17 and trail connecting from McGinnis Elementary School to Grand Ave.</td>
</tr>
<tr>
<td>I</td>
<td>Volusia County</td>
<td>SR 17</td>
<td>R2C, ECG-A</td>
<td>SR 40</td>
<td>Putnam County Line</td>
<td>13.7</td>
<td>Complete concept design for gap.</td>
</tr>
<tr>
<td>J</td>
<td>Volusia County (West of Ormond Beach)</td>
<td>SR 40</td>
<td>Florida Black Bear Scenic Trail</td>
<td>Cone Road</td>
<td>Airport Road</td>
<td>2.2</td>
<td>Complete concept design for gap.</td>
</tr>
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Project Deliverables

• GIS / KMZ files
• General Concept Plans and Cost Estimates for Trail Gaps
• Final Report
  • Study Area Overview
  • Statewide and Local Guidance
  • Methodology
  • Trail Gaps and Recommendations
  • Identification of Challenges and Opportunities
Post RTCA Developments

• 2015: SUN Trail Network created by the Florida Legislature
• 2016: St. Johns River to Sea Loop Trail designated as the #1 regional trail system in Florida
Project Contact

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Thank you for your time.